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AGENCE DES SERVICES FRONTALIERS DU CANADA

CBSA/ASFC-16-01295

ROUTING SLIP / BORDEREAU D'ACHEMINEMENT

ACTION REQUIRED/ MESURE REQUISE			
Name and telephone number/ Nom et numéro de téléphone	Initials and date / Initiales et date	Action	Information
President/Présidente Linda Lizotte-MacPherson	<i>LM</i> / 18	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Executive Vice-President/ Vice-présidente exécutive Nada Semaan		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vice-President/ Vice-présidente Caroline Weber	<i>CW</i> 18 Mars. 2016	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Director General/ Directeur général Robert Mundie Tel. /Tél. : 613-954-1909	<i>RM</i> 18/3/16 <i>w. change to info.</i>	18 MARS 2016 @9:35	
Subject/Objet : Request from Global Affairs Canada for material to support Minister's appearance Action/Mesure : For approval / Pour approbation BF/AR : 2016-03-18 <p>On March 16, 2016, Global Affairs Canada (GAC) contacted the Canada Border Services Agency (CBSA) to formally request briefing material for Minister Dion's appearance on his mandate letter before the House Standing Committee on Foreign Affairs and International Development on April 14, 2016.</p> <p>After several consultations, GAC specifically requested information on key infrastructure projects underway and on the Entry-Exit initiative from the CBSA that aligned with Minister Dion's mandate to "improve border infrastructure and security, both domestically and bilaterally". They have requested this material as soon as possible.</p> <p>The request was discussed with the President's Office, and it was agreed that previously approved material would be re-packaged in a manner suitable to share with GAC, and that upon approval, the President's Office would share the notes with the Minister's Office for awareness.</p> <p>The reformatted notes are included for review and approval.</p>			



ISSUE NOTE

INFRASTRUCTURE IMPROVEMENTS

Speaking Points:

Renewing and Modernizing CBSA Ports of Entry

- The CBSA owns and operates one hundred and fifteen (115) Custodial Ports of Entry across Canada and is responsible for their entire life cycle.
- Seventy one (71) Ports of Entry have been identified as being in most need of renewal.
- Of these, thirty-four (34) were announced by Members of Parliament during June and July 2015.
- Budget 2015 earmarked \$440 million in the fiscal framework to provide financing to support the renewal of these (approximately 71) aging Ports.
- Before the funding can be accessed, a business case must be completed to verify best value for money for taxpayers. A request for Formal Project Approval is planned for spring of 2017.

Gordie Howe International Bridge

- The CBSA is committed to supporting the successful implementation of the GHIB and has been an active participant, working with the Canadian Food Inspection Agency (CFIA) and U.S. Customs and Border Protection (U.S. CBP) as well as supporting the Windsor Detroit Bridge Authority (WDBA) throughout the procurement of the project.
- The Windsor Detroit crossing sustains approximately 25% of total Canada-U.S. trade with 2.5 million commercial conveyances per year, 99% of commercial trucks in the corridor use the Ambassador Bridge, and one hundred billion dollars in business annually.
- The Gordie Howe International Bridge is slated to be opened by Jan 2021 and will feature a total of six lanes, a Canadian and U.S. Ports of Entry (PoEs), and direct connections to Highway 401 in Ontario and Interstate 75 in Michigan.
- The GHIB will accelerate the flow of goods and services, and provide a much-needed crossing alternative at the busiest Canada-United States commercial border crossing. The future bridge will provide additional border crossing capacity, will shorten trip times and will lessen congestion and resulting traffic delays at the border.
- The new crossing and connecting highway will contribute to efforts to support economic renewal, growth and jobs in central Canada, creating thousands of jobs and opportunities for suppliers of materials and services during the design and construction period.

Backgrounder:

Renewing and Modernizing CBSA Ports of Entry

The Agency owns and operates 115 Custodial Ports of Entry (POEs) across Canada.

While significant progress has been made over the last 12 years to renew the Agency's larger, priority POEs, the Agency's capital budget has been insufficient to address the capital renewal requirements of its smaller ports.

As part of ongoing infrastructure management activities, the Agency invests in and works to modernize its POEs on an ongoing basis. Under current investment practices and levels, the CBSA can replace 1-3 smaller POEs annually.

Given that the number of smaller POEs that are aging and near or past their life cycle is approximately 71, using the Agency's traditional approach and current funding, it would take an estimated 30 years to renew these POEs.

In light of this challenge, the Agency has proposed the use of a Public Private Partnership (P3) investment approach to replace the majority of its aging Custodial POEs within five years. To this end, \$440 million was earmarked in the fiscal framework.

Before the funding can be accessed, a business case must be completed to verify whether a P3 investment approach provides best value for money for taxpayers.

To facilitate completion of the required business case and associated options analysis, Public Services and Procurement Canada recently issued a Request for Proposal to acquire the services an engineering firm.

Public Services and Procurement Canada issued a Request For Proposal (RFP) to solicit bids from engineering firms January 12, 2016 to support development of the business case. Within this document, all POEs under review were identified.

The RFP's competitive bidding process closed on March 8, 2016.

The bids – for an engineering firm – are being evaluated.

Announced infrastructure renewal (POEs)

Renewal of the following 34 Ports of Entry were announced by Members of Parliament during June and July 2015.

Atlantic (12)

Bloomfield, NB
Campobello, NB
Centreville, NB
Fosterville, NB
Four Falls, NB
Gillespie Portage, NB
Grand Falls, NB
Milltown, NB
River De Chute, NB
St. Croix, NB
St. Stephen, NB (Ferry Point Bridge)
Woodstock Road, NB

Alberta (5)

Carway, AB
Chief Mountain, AB
Chief Mountain, AB
Del Bonita, AB
Wild Horse, AB

Manitoba (12)

Boissevain, MB
Cartwright, MB
Crystal City, MB
Gretna, MB
Lena, MB
Piney, MB
Snowflake, MB
South Junction, MB
Sprague, MB
Tolstoi, MB
Windygates, MB
Winkler, MB

Pacific (5)

Chopaka, BC
Midway, BC
Paterson, BC
Rykerts, BC
Waneta, BC

Gordie Howe International Bridge

The CBSA is responsible for providing its operating requirements to the Windsor Detroit Bridge Authority and has already provided initial space estimates for its PoE. These space estimates are based on requirements for primary and secondary inspection facilities, permanent inspection equipment, and NEXUS and FAST lanes. Requirements are based on forecasted traffic volumes provided by Transport Canada.

The CBSA is committed to supporting the successful implementation of the GHIB and has been an active participant, working with the Canadian Food Inspection Agency (CFIA) and U.S. Customs and Border Protection (U.S. CBP) as well as supporting the Windsor Detroit Bridge Authority throughout the procurement of the project.

The future bridge will be undertaken as a public-private partnership to allow the Government of Canada to leverage the expertise of the private sector.

Beyond the Border (BtB) Action Plan:

In addition to the work in support of the GHIB, the CBSA continues to implement the BtB Action Plan, together with its counterparts in the United States, to strengthen our mutual security and promote the free flow of lawful travel and trade between our two countries.

As part of the BtB Action Plan, Transport Canada and the CBSA committed to making significant investments in the CBSA's physical infrastructure at key land border crossings to relieve congestion.

In 2013-14, the CBSA received authority to increase its reference levels by a total of \$85.02M over 5 years ongoing (these figures exclude EBP and accommodation costs). The funds will be used for the construction of new or expanded CBSA Port of Entry facilities in the following locations:

- o Lacolle, Quebec
- o Landsdowne, Ontario
- o Emerson, Manitoba; and
- o North Portal, Saskatchewan border crossings.



ISSUE NOTE

ENTRY - EXIT

Speaking Points:

- As announced by Prime Minister Justin Trudeau, we will move forward with the Entry/Exit initiative to establish a coordinated and common approach to perimeter security.
- Through the Entry/Exit initiative, Canada and the United States (U.S.) will exchange basic "tombstone" entry data (name, date of birth, and nationality/citizenship), like what appears on page 2 of every passport (plus the departure date and location) for all travelers on land.
- Therefore, on land, the country into which they enter will send that basic information back to the country which they just left - i.e., one country's "entry" is the other country's "exit".
- For those travelling by air, **NO** information exchange is necessary between the two countries because each country will independently collect what they need directly from the passenger manifests of the airlines.
- In Canada, we collect Entry data on all people coming into this country. We will now start to collect Exit data about those who leave.

On respecting privacy rights:

- The CBSA continues to consult with the Office of the Privacy Commissioner (OPC) to ensure that privacy concerns are addressed and personal information is safeguarded. A Privacy Impact Assessment (PIA) process, identifying the uses of information and measures taken to protect privacy, will be completed before the new system becomes operational.
- The CBSA conducted a thorough Privacy Impact Assessment (PIA) for both Phases I and II of the Entry/Exit Initiative before they were implemented. Executive summaries of the PIAs for Phase I and II are posted on the CBSA Web site.
- The process of collecting and sharing personal information has been, and will continue to be done, in accordance with each country's privacy laws and policies.

Backgrounder:

On December 7, 2011, Canada and the United States publicly released the Beyond the Border Action Plan, in which a key initiative was an entry/exit information system.

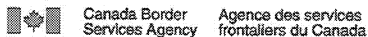
The Entry/Exit initiative is being implemented in a phased approach. Phase 1 consisted of a pilot, limited to the collection of exit information of third-country nationals (non-citizens) and permanent residents at four land border crossings. This information was used strictly to verify that the proposed approach was sound, and records were not used for enforcement purposes.

On June 30, 2013, the Government of Canada implemented Phase 2, expanding on the success of the pilot, allowing for the exchange of exit information (entry for the sending country) for third-country nationals and permanent residents crossing the land border. The information exchanged between Canada and the U.S. is limited to the information strictly necessary to accurately match an entry and exit record to a traveller. The Canada Border Services Agency (CBSA) continues to operate under this phase, and has exchanged over 17M records, of which 97% of have been successfully reconciled (e.g. entry into one constitutes an exit from the other).

Prior to implementation of Phases 1 and 2, the Canada Border Services Agency engaged the Office of the Privacy Commissioner (OPC) to discuss how the Entry/Exit initiative can best ensure the protection of personal information. Through both Privacy Impact Assessments, and consultations with the OPC the CBSA has addressed concerns raised and implemented recommendations such as the posting of signage at land border crossing to advise affected travellers that information was being collected and shared with the US.

In the global context, exit information is collected on a regular basis. Our closest international partners all have some format of exit information collection, or are currently implementing a method to collect exit information. The US, United Kingdom, Australia, and New Zealand all have exit systems and key European Union member states have or are in the process of implementing similar programs.

Canada is the only outlier among its five country allies that does not collect currently exit information as noted above.



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CBSA/ASFC- 16-01255

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Executive Vice-President/ Première vice-présidente Nada Semaan		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vice-President/ Vice-président Martin Bolduc	<i>by</i> MAR 22 2016	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Associate Vice-President/ Vice-président associé Peter Hill		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Director General/ Directeur général Charles Slowey	<i>CS</i>		
<p>Subject/Objet : Issue sheets to support a Privy Council Office (PCO)-led meeting on March 29, 2016 relating to Canada-United States (US) Border Interests</p> <p>Action/Mesure : For action/pour approbation</p> <p>BF/AR : 2016-03-23</p> <p>Please find enclosed for your action, four issue sheets to support a March 29 Deputy Minister-level meeting organized by PCO on Canada-US border interests:</p> <ol style="list-style-type: none"> 1. Commitments raised at the March 10 PM Trudeau-POTUS Obama Summit (Global Border Management [GBM]) 2. Outstanding items from Beyond the Border (Beyond the Border [BtB] Coordination) 3. 4. Prepositioning ourselves for the next US Administration (GBM) <p>Consultations: BtB Coordination, Corporate Affairs, Traveller Programs, Regional Counsellor in Washington, D.C.</p>			

CBSA VP/AVP - Programs Branch
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22 MARS 2016 10:08

ASFC VP/AVP - Direction générale des Programmes

Canada



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PRIME MINISTER TRUDEAU AND PRESIDENT OBAMA SUMMIT

ISSUE

On March 10, 2016 Prime Minister (PM) Trudeau travelled to Washington, D.C., for a state visit. The visit resulted in several important border management commitments, including the Entry/Exit Initiative (Entry/Exit) and the Preclearance Agreement.

BACKGROUND

AGENCY POSITION

The Canada Border Services Agency (CBSA) supports the Government's announcements and will work with other Canadian departments (OGDs) to implement the Preclearance Agreement and the remaining phase of the entry-exit system.

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TALKING POINTS

- CBSA looks forward to working with the US and Other Government Departments to implement Entry/Exit, as well as the Preclearance Agreement.



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UNFINISHED BUSINESS FROM BEYOND THE BORDER ACTION PLAN

ISSUE

To provide an update on the CBSA's unfinished business from the Beyond the Border (BtB) Action Plan.

BACKGROUND

The BtB Action Plan establishes 32 initiatives to be delivered over a one-to-five year timeframe in collaboration with other federal entities and the U.S.

Of the 32 initiatives, the CBSA is the lead on 10:

1. Entry/Exit (E/E);
2. Interactive Advance Passenger Information (IAPI);
3. Single Window Initiative (SWI);
4. Integrated Cargo Security Initiative (ICSI);
5. Trusted Trader;
6. Trusted Traveller (NEXUS);
7. Enhanced Facilities for Trusted Programs;
8. Small and Remote Ports of Entry (SRPOE);
9. Radio Frequency Identification Initiative (RFID); and
10. Bi-national Port Operations Committees (BPOCs) [Completed].

*** Preclearance (Public Safety lead, with CBSA support)

AGENCY POSITION

The CBSA, in collaboration with other federal departments and the US Customs and Border Protection (CBP), has been working towards full implementation of the Agency's Action Plan deliverables by 2017.

TALKING POINTS

- At this time, the CBSA's first focus is on completing the original Beyond the Border commitments.

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Entry/Exit (E/E)

- The exchange of data on Canadian citizens requires stakeholder consultations as well as legislative and regulatory changes.
- The full implementation of Entry/Exit, including an air exit system, is targeted for spring 2018.

Interactive Advance Passenger Information (IAPI)

- On March 15, 2016, the Electronic Travel Authorization (eTA) became a mandatory entry requirement for visa-exempt travellers flying to or transiting through Canada.
- To facilitate the introduction of this new requirement, the Minister of Immigration, Refugees and Citizenship Canada (IRCC) has approved a six-month transition period (from March 15, 2016, until the end of September 2016) where Border Services Officers at Canadian airports will have the discretion to allow travellers arriving without an eTA to enter Canada, provided they are not otherwise inadmissible.

Single Window Initiative (SWI)

- The SWI is now live with seven of the nine PGAs: Canadian Food Inspection Agency; Global Affairs Canada (formerly DFATD); Health Canada; Natural Resources Canada; Public Health Agency of Canada; Transport Canada; and Environment and Climate Change Canada.
- The two remaining Participating Government Departments and Agencies (PGAs), the Canadian Nuclear Safety Commission and Fisheries and Oceans Canada, are to onboard prior to March 2017.
- Testing and certification of Trade Chain Partners (TCPs) is underway.
completed the testing/certification process and proceeded to Production the week of September 8, 2015. Twenty to thirty (20-30) other are currently proceeding through the different stages of the SWI Certification Process

**** Preclearance*

- The CBSA plays a supporting role on this initiative and is working closely with Public Safety and the U.S. on the implementation of the Preclearance Agreement.
- My colleague from Public Safety can provide a detailed status update on this priority initiative from the recent bilateral meeting between President Obama and Prime Minister Trudeau.

ANNEX

Integrated Cargo Security Initiative (ICSI)

- The US-led In-transit pilot is expected to be launched in mid-2016, as CBP needs to publish an announcement of the pilot as part of their rule making process.
- The implementation of the Pre-Load Air Cargo Targeting (PACT) Phase II Action Plan, whose objective is to analyze all elements required for national program implementation such as legislative changes and systems upgrades, is well underway and is anticipated to be completed in late 2016.
- Two facilities will be built as part of the Marine Cargo Examination Facilities (MCEF) project.

Trusted Trader

- The harmonized portal for Partners in Protection /Customs – Trade Partnership Against Terrorism (PIP / C-TPAT) members went live August 17, 2015;

Trusted Traveller (NEXUS)

Enhanced Facilities for Trusted Programs

- Three sites have been identified for FAST lane expansion: Pacific Highway, (BC); Fort Erie, (ON); Emerson, (MB), and are expected to be operational by October 2016 except at Emerson (MB) which is expected to be operational by March 2017.
- All 14 NEXUS lanes (NEXUS 9 and NEXUS 5) are completed.

Small and Remote Ports of Entry (SRPOE)

- The Morses Line (QC) and Piney (MB) pilot projects will end in March 2017,

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- The Morses Line pilot was launched on January 18, 2016 and had processed 198 cars as of March 14, 2016.

Radio Frequency Identification Initiative (RFID)

Bi-national Port Operations Committees (BPOCs)

- All Action Plan deliverables for the Bi-national Port Operations Committees (BPOCs) initiative were completed as per the Action Plan timelines, including the expansion to Canada's eight major international airports that provide US preclearance to improve the flow of travel and trade.